

AMENDED IN SENATE MARCH 28, 2006

SENATE BILL

No. 1505

Introduced by Senator Lowenthal
(Coauthor: Assembly Member Pavley)

February 23, 2006

An act to add Sections 43868 and 43869 to the Health and Safety Code, relating to fuel.

LEGISLATIVE COUNSEL'S DIGEST

SB 1505, as amended, Lowenthal. Fuel: hydrogen alternative fuel.

Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution. Under existing law, the state board, in conjunction with other state agencies, is required to develop and adopt a state plan to increase the use of alternative fuels, as defined. Existing law also requires retail sellers, as defined, to procure a specified percentage of electricity generated by eligible renewable energy resources, as defined, called a renewables portfolio standard.

This bill would declare the legislature's intent ~~to increase the production and use of hydrogen based alternative fuels by adopting the Hydrogen Highway Network Blueprint Plan developed by the California Environmental Protection Agency that, when the California Hydrogen Highway Blueprint Plan, is implemented, it be done so in a clean and environmentally responsible and advantageous manner.~~ The bill would require the state board to adopt regulations that will ensure that *state funding for the production and use of hydrogen created pursuant to the hydrogen highway network contributes fuel, as*

described in the California Hydrogen Highway Blueprint Plan, contributes to the reduction of greenhouse gas emissions, criteria air pollutants, and toxic air contaminants. The regulations would be required to include, among other requirements, measures to ensure that greenhouse well-to-wheel emissions, as defined, from new average hydrogen based vehicles, fueled by hydrogen from fueling stations that receive state funds, are at least 30% lower, and emissions of nitrogen oxides plus reactive gases are at least 50% lower than emissions from the average new gasoline vehicle in California when measured on a per-mile basis. Furthermore, the regulations would be required to include measures to ensure that the emissions of toxic air contaminants for hydrogen be reduced to the greatest extent feasible when compared with gasoline vehicles. Also, the The bill would require the state board to adopt regulations would be required to ensure that, on a statewide basis, no less than 33.3% of the hydrogen produced for, or dispensed by, fueling stations that receive state funds be made from eligible renewable sources, and that the renewable sources of electricity used to produce this hydrogen fuel will not be counted towards meeting the renewables portfolio standard.

The bill would also require the state board to adopt further regulations that are to apply in any year in which the volume of hydrogen produced or dispensed for transportation purposes exceeds 500,000 kilograms, to ensure that the production and use of hydrogen fuels for motor vehicles *in the state, including, but not limited to the, any hydrogen highway network but including all of California, that is developed pursuant to the state's Hydrogen Highway Blueprint Plan, contribute to a reduced dependence on petroleum, as well as a reduced dependence on emissions as described above, except; that no more than 1/2 of the renewable sources of electricity used to produce hydrogen fuel could be counted toward meeting the state's renewables portfolio standard. The bill would also require the board to review the renewable source and emission requirements of the bill every 3 years and make them more stringent when feasible and when that would not substantially hinder the development of the state's clean hydrogen economy. The bill also requires the state board to create a handbook on how the relevant parties can comply with all these requirements. Finally, the bill requires the California Environmental Protection Agency, Agency's Environmental Justice Advisory Committee to meet to discuss the production and distribution of hydrogen fuel in the state.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. The Legislature finds and declares all of the
2 following:
- 3 (a) A network of hydrogen production and distribution
4 facilities for fueling vehicles is developing in California.
- 5 (b) The California Environmental Protection Agency has
6 produced the California Hydrogen Highway Blueprint Plan as
7 part of the state's efforts to diversify its sources of transportation
8 fuels available to California motorists by expanding the network
9 of hydrogen fueling stations and availability of
10 hydrogen-powered vehicles in the state.
- 11 (c) The California Hydrogen Highway Blueprint Plan
12 establishes initial goals for the greenhouse gas emissions and
13 renewable energy content of hydrogen produced for use in the
14 hydrogen highway network.
- 15 (d) The production of hydrogen fuels for use in vehicles, when
16 made from renewable sources of energy, emits virtually zero net
17 greenhouse gases into the atmosphere.
- 18 (e) The use of hydrogen fuel in motor vehicles can reduce or,
19 when used in a fuel cell vehicle, virtually eliminate tailpipe
20 emissions of criteria pollutants.
- 21 (f) Hydrogen fueling stations can reduce local emissions when
22 compared with today's gasoline fueling stations.
- 23 (g) The widespread use of hydrogen fuels in transportation can
24 reduce California's dependence on petroleum-based fuels, and
25 help enhance our nation's energy security.
- 26 ~~(h.)~~
- 27 (h) Moving toward a hydrogen-based economy with an
28 emphasis on hydrogen fuel production from clean, renewable
29 sources could create thousands of new clean technology jobs for
30 California residents.
- 31 (i) Natural gas, while ~~cleaner than other fossil fuels, still emits~~
32 ~~heat-trapping greenhouse gases, and therefore should be~~
33 ~~considered still an emitter of heat-trapping greenhouse gases, is~~
34 *cleaner than other fossil fuels, and therefore is an important part*
35 *of a transitional strategy to a clean hydrogen fuel economy.*

1 (j) A hydrogen highway network in the state should produce
2 hydrogen fuel from clean, renewable sources and reduce
3 greenhouse gases and other pollutants compared to
4 petroleum-based fuels.

5 (k) Hydrogen fuels are a central part of achieving the state's
6 Zero Emission Vehicle Program.

7 (l) According to the California Hydrogen Highway Blueprint
8 Plan, the absence of specific goals for reducing emissions and
9 using renewable resources to produce hydrogen fuel might
10 actually increase greenhouse gas and particulate matter emissions
11 relative to petroleum fueled vehicles.

12 SEC. 2. Section 43868 is added to the Health and Safety
13 Code, to read:

14 43868. (a) It is the intent of the Legislature that ~~the hydrogen~~
15 ~~highway network outlined in~~, *when the California Hydrogen*
16 *Highway Blueprint Plan be developed is implemented, it be done*
17 *so in a clean and environmentally responsible and advantageous*
18 *manner.*

19 (b) It is further the intent of the Legislature that the state board
20 work with other relevant state agencies to promote the production
21 of hydrogen as part of a strategy to reduce the state's dependence
22 on petroleum, achieve the state's greenhouse gas emission
23 reduction targets, and improve air quality for the state's residents.

24 (c) It is further the intent of the Legislature that the California
25 Environmental Protection Agency and the state board, ~~in the~~
26 ~~development of the hydrogen highway network~~ *as part of the*
27 *implementation of the Hydrogen Highway Blueprint Plan,*
28 *include in their priorities the deployment of hydrogen fuel cell*
29 *transit buses.*

30 SEC. 3. Section 43869 is added to the Health and Safety
31 Code, to read:

32 43869. The state board shall, no later than July 1, 2007,
33 develop and, after at least two public workshops, adopt
34 regulations to ensure the following:

35 (a) That *state funding for the production and use of hydrogen*
36 ~~in the California hydrogen highway network contributes fuel, as~~
37 *described in the California Hydrogen Highway Blueprint Plan,*
38 *contribute to the reduction of greenhouse gas emissions, criteria*
39 *air pollutant emissions, and toxic air contaminant emissions. The*
40 *regulations shall, at a minimum, do all of the following:*

1 (1) Require that well-to-wheel emissions of greenhouse gases
2 for the average hydrogen powered vehicle ~~in the hydrogen~~
3 ~~highway network~~ *fueled by hydrogen from fueling stations that*
4 *receive state funds* are at least 30 percent lower than emissions
5 for the average new gasoline vehicle in California when
6 measured on a per-mile basis.

7 (2) Require that, *on a statewide basis*, no less than 33.3
8 percent of the hydrogen produced ~~or dispensed in the hydrogen~~
9 ~~highway network~~ *for, or dispensed by, fueling stations that*
10 *receive state funds* be made from eligible renewable energy
11 resources as defined in subdivision (a) of Section 399.12 of the
12 Public Utilities Code.

13 (3) Prohibit the specific renewable sources of electricity used
14 to produce hydrogen fuel *pursuant to paragraph (2)* from being
15 counted toward meeting the state's renewables portfolio standard
16 as required by Article 16 (commencing with Section 399.11) of
17 the Public Utilities Code.

18 (4) Require that all hydrogen ~~dispensed in the hydrogen~~
19 ~~highway network~~ *is generated fuel dispensed from fueling*
20 *stations that receive state funds be generated in a manner so that*
21 local well-to-tank emissions of nitrogen oxides plus reactive
22 organic gases are at least 50 percent lower than well-to-tank
23 emissions of the average motor gasoline sold in California when
24 measured on an energy equivalent basis.

25 (5) Require that well-to-tank emissions of relevant toxic air
26 contaminants for hydrogen ~~dispensed in the hydrogen highway~~
27 ~~network~~ *fuel dispensed from fueling stations that receive state*
28 *funds* be reduced to the maximum extent feasible when compared
29 to well-to-tank emissions of toxic air contaminants of the average
30 motor gasoline *fuel* on an energy-equivalent basis.

31 (6) Require that providers of hydrogen fuel for transportation
32 in the state report to the state board the annual volume of
33 hydrogen fuel dispensed and the method by which the dispensed
34 hydrogen was produced.

35 (b) The regulations shall also require that, in any year in which
36 the volume of hydrogen produced or dispensed for transportation
37 purposes in California exceeds 500,000 kilograms, the
38 production and use of hydrogen fuels for motor vehicles in the
39 state, including, but not limited to, ~~the hydrogen highway~~
40 ~~network~~ *any hydrogen highway network that is developed*

1 *pursuant to the California Hydrogen Highway Blueprint Plan,*
2 shall contribute to a reduced dependence on petroleum, as well as
3 reductions in greenhouse gas emissions, criteria air pollutant
4 emissions, and toxic air contaminant emissions. For the purpose
5 of this subdivision, the regulations shall, at a minimum, do all of
6 the following:

7 ~~(1)Require~~

8 (1) *Require* that well-to-wheel emissions of greenhouse gases
9 for the average hydrogen powered vehicle in California are at
10 least 30 percent lower than emissions for the average new
11 gasoline vehicle in California when measured on a per-mile
12 basis.

13 (2) *Require* that, *on a statewide basis*, no less than 33.3
14 percent of the hydrogen produced or dispensed in California for
15 motor vehicles be made from eligible renewable energy
16 resources as defined in subdivision (a) of Section 399.12 of the
17 Public Resources Code.

18 (3) Allow no more than one-half of the specific renewable
19 sources of electricity used to produce hydrogen fuel pursuant to
20 paragraph (2) ~~from being~~ *to be* counted toward meeting the
21 state's renewable portfolio standard as required by Article 16
22 (commencing with Section 399.11) of the Public Utilities Code.

23 (4) *Require* that all hydrogen *fuel* dispensed in California for
24 motor vehicles ~~is generated~~ *be generated in a manner* so that
25 local well-to-tank emissions of nitrogen oxides plus reactive
26 organic gases are at least 50 percent lower than well-to-tank
27 emissions of the average motor gasoline sold in California when
28 measured on an energy equivalent basis.

29 (5) *Require* that well-to-tank emissions of relevant toxic air
30 contaminants ~~for hydrogen from hydrogen fuel produced or~~
31 dispensed in California be reduced to the maximum extent
32 feasible *at each site* when compared to well-to-tank emissions ~~or~~
33 *of* toxic air contaminants of the average motor gasoline ~~on an~~
34 ~~energy-equivalent basis.~~ *fuel on an energy-equivalent basis. In*
35 *no case shall the toxic emissions from hydrogen fuel be more*
36 *than the toxic emissions from gasoline on an energy-equivalent*
37 *basis.*

38 (c) The state board, in consultation with other relevant
39 agencies as appropriate, shall review the renewable resource
40 requirements adopted pursuant to paragraphs (2) and (3) of

1 subdivision (a) and paragraphs (2) and (3) of subdivision (b)
2 every three years and shall increase the requirements if it
3 determines that it is technologically feasible to do so and will not
4 substantially hinder the development of the state’s clean
5 hydrogen economy.

6 (d) The state board shall review the emission requirements
7 adopted pursuant to paragraphs (1), (4), and (5) of subdivision (a)
8 and paragraphs (1), (4), and (5) of subdivision (b) every three
9 years and shall strengthen the requirements if it determines it is
10 technologically feasible to do so and will not substantially hinder
11 the development of the state’s clean hydrogen economy.

12 (e) The state board shall produce and periodically update a
13 handbook to inform and educate motor vehicle manufacturers,
14 hydrogen fuel producers, hydrogen service station operators, and
15 other interested parties on how to comply with the requirements
16 set forth in this section. This handbook shall be made available
17 on the agency’s Web site.

18 (f) The Secretary for Environmental Protection shall convene
19 the California Environmental Protection—~~Agency~~ *Agency’s*,
20 Environmental Justice Advisory Committee at least twice
21 annually to solicit the committee’s comments on the production
22 and distribution of hydrogen fuel in the state.

23 (g) As used in this section, “well-to-tank emissions” means
24 emissions resulting from production of a fuel, to and including its
25 transportation into the fuel tank of a consumer vehicle, and
26 “well-to-wheel emissions” means emissions resulting from
27 production of a fuel, to and including its consumption in a
28 vehicle.